



Aviation Investigation Final Report

Location:	NEENAH, Wisconsin	Accident Number:	CHI05LA200
Date & Time:	July 27, 2005, 16:20 Local	Registration:	N219CC
Aircraft:	Vans Aircraft RV-9A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane stalled while on short final to land after the pilot attempted to execute a go-around. The pilot reported that while on short final he thought he was "a bit high and slow for landing so I applied full throttle to make a Go-Around. Upon this rapid application of power the nose of the aircraft rose and the aircraft turned to the left and made ground contact with the left wing."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain sufficient airspeed on final approach to avoid a stall, resulting in an inadvertent stall and uncontrolled descent to the terrain.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On July 27, 2005, at 1620 central daylight time, a Vans, RV-9A; N219CC, crashed while on approach to runway 36 at the Brennand Airport (79C), Neenah, Wisconsin.

The private pilot and passenger received minor injuries during the accident. The aircraft was substantially damaged. The 14 CFR 91

flight was operating in visual meteorological conditions without a flight plan. The flight originated from Kewanee, Illinois at 1515 enroute to 79C.

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The wreckage was removed to Wittman Field in Oshkosh, Wisconsin where the NTSB Investigator in Charge inspected the wreckage. No preimpact anomalies associated with either the airframe or engine were found.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	2027 hours (Total, all aircraft), 29 hours (Total, this make and model), 2026 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans Aircraft	Registration:	N219CC
Model/Series:	RV-9A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	90210
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 1, 2005 Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	355 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A2A
Registered Owner:	SAME AS OPERATOR	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:			
Departure Point:	KEWANEE, IL (EZI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	BRENNAND AIRPORT 79C	Runway Surface Type:	Asphalt
Airport Elevation:	850 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	2450 ft / 20 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	44.267642,-89.617424(est)

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl
Additional Participating Persons: NORM WIDEN; MILWAUKEE FSDO

Original Publish Date: July 25, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=62068>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).